



Desnoyer Park Improvement Association

2026 Pelham Blvd Reconstruction

September 5, 2024



Agenda

- 5 Year Capital Plan
- Common Cent (fka One Percent Sales Tax)
- Project overview and known goals
- Previous planning
- Phase 1 engagement – [WE ARE HERE](#)
 - Engagement events
 - Survey findings – Two of them!
- Traffic counts, crashes
- Questions and considerations



5 Year Capital Plan



**SAINT PAUL
PUBLIC WORKS**

2024 FIVE YEAR CAPITAL PLAN

Adopted 12/06/23

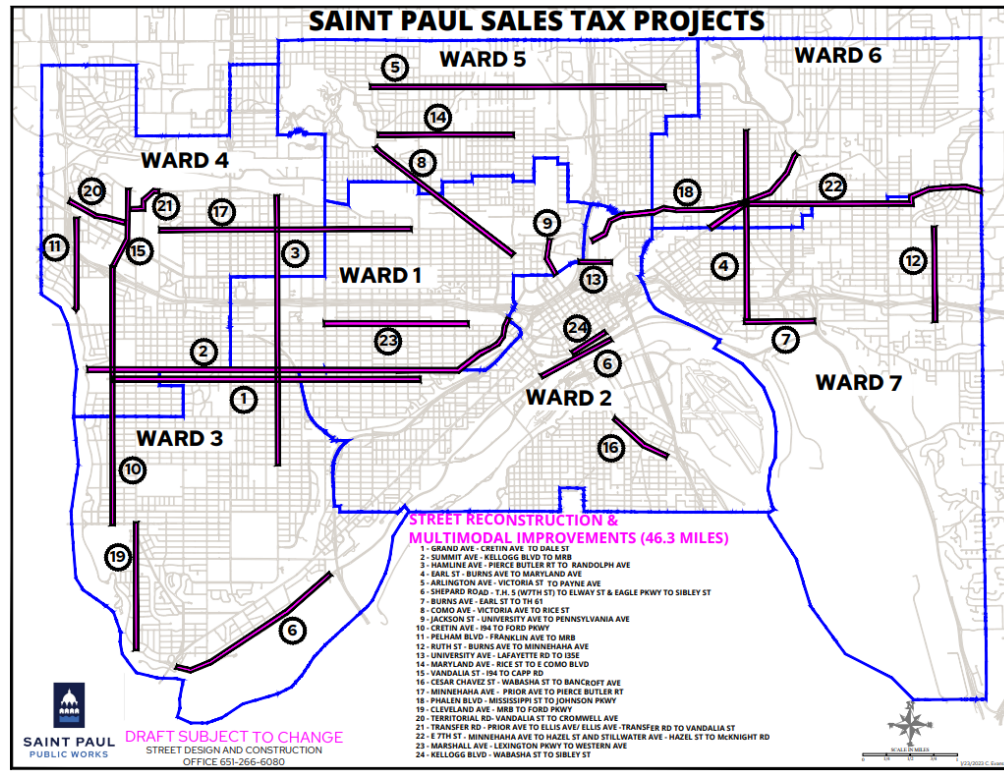
This document shows projects approved for 2024 and planned for 2025 to 2028. The 5-year Plan is proposed by the Department of Public Works and reviewed and adopted annually by the City Council. All information provided for 2025 to 2028 is preliminary and subject to change.

2024	2025	2026	2027	2028
SAINT PAUL STREETS PROGRAM \$16,500,000	SAINT PAUL STREETS PROGRAM \$16,500,000	SAINT PAUL STREETS PROGRAM \$16,500,000	SAINT PAUL STREETS \$19,230,000	SAINT PAUL STREETS \$18,320,000
Minnesota St - 6th to 11th Phase 2 12,500,000 Residential & Arterial Mill & Overlay Program* 4,000,000 *Cretin/Bayard Ph 2 and Fourth/Howard Ph 1	Pleasant - Victoria to St. Clair 4,280,000 Wheelock/Grotto Residential Phase 1 8,220,000 Residential & Arterial Mill & Overlay Program* 4,000,000 *Fourth/Howard Ph 2 & 3	Wheelock/Grotto Residential Phase 2 12,500,000 Residential & Arterial Mill & Overlay Program 4,000,000	Hoyt/Birmingham Phase 1 15,230,000 Residential & Arterial Mill & Overlay Program 4,000,000 Street Reconstruction Bonds 16,500,000 Other financing to be determined 2,730,000	Hoyt/Birmingham Phase 2 14,320,000 Residential & Arterial Mill & Overlay Program 4,000,000 Street Reconstruction Bonds 16,500,000 Other financing to be determined 1,820,000
MUNICIPAL STATE AID \$8,492,615	MUNICIPAL STATE AID \$12,504,416	MUNICIPAL STATE AID \$11,454,824	MUNICIPAL STATE AID \$19,056,685	MUNICIPAL STATE AID \$8,715,000
Annapolis - Robert to Kansas Ph II 2,150,000 CCB Kellogg Ph 3 - W7th to John Ireland (Design) 1,415,387 CCB St Peter - 10th to Rice (Design) 1,254,728 Cleveland - Summit to Marshall Sidewalks 150,000 Cretin & St. Clair Traffic Signal 405,000 Marshall - Snelling to Albert Sidewalks 260,000 Selby & Fairview Traffic Signal 337,500 TH 61 near Etna Interconnect 80,000 Dale St. north of Front (County) 325,000 Snelling - St. Clair to Grand Traffic Signals (MnDOT) 400,000 B Line BRT Improvements (Met Transit) 250,000	CCB Kellogg Ph 2 - St. Peter to W7th 2,524,416 Maryland Traffic Signal Enhancements (Design) 600,000 Robert-Kellogg to 11th (MnDOT) turnback 2,250,000 6th & Mounds Traffic Signal 100,000 3rd & Maria Traffic Signal 450,000 Victoria & Minnehaha Signal & Interconnect 75,000 Dale St Signal Enhancements (County) 500,000 Maryland - Clark to Edgerton (County) 500,000 Rice St - Pennsylvania to Co Rd B (County) 1,000,000 TH 5-Mounds to 61/ 61-TH5 to Roselawn (MnDOT) 2,400,000 Purple Line BRT (Metro Transit) local share 500,000	Maryland Traffic Signal Enhancements 706,350 Minnehaha - Payne to E7th (Design) 979,620 Wabasha - 7th to 11th (Design) 1,000,800 Jackson - Arlington to Wheelock Fed Imps (County) 100,000 Jackson - Maryland to Arlington (County) 1,700,000 Rice St - Pennsylvania to Co Rd B (County) 1,000,000 Eustis/Cromwell - Territorial to Wabash (MnDOT) 900,000 Robert M&O - Fillmore to Annapolis (MnDOT) 1,500,000 I35 E Bridge over Shepard Signals (MnDOT) 300,000 I94/Marion Bridge Signals (MnDOT) 350,000 TH 280 (MnDOT) 1,353,054	CCB Kellogg Ph 3 - W7th to John Ireland 4,879,504 CCB St Peter - 10th to Rice 3,701,341 Minnehaha - Payne to E7th 1,959,240 St. Peter Signals @ 7th Place, Exchange & 10th Wabasha - 7th to 11th 2,001,600 Pennsylvania - Rice to Mississippi (County) 1,000,000 Rice St - John Ireland to Pennsylvania (County) TBD Rice St - Pennsylvania to Co Rd B (County) 1,000,000 TH 5/W7th - Munster to St. Clair (MnDOT) 1,750,000	St. Peter Ph 1 - Kellogg to 5th TBD Jackson St - Pennsylvania to Acker (County) 1,900,000 Rice St - Pennsylvania to Co Rd B (County) 2,000,000 TH 5/W7th - St. Clair to Mounds (MnDOT) 3,250,000
Programs: 1,465,000 MSA Contingency 300,000 RR Crossing Safety Improvements 40,000 SPS Traffic Signals on Arterials 1,000,000 Signalized Intersection Safety Improvements 125,000	Programs: 1,565,000 MSA Contingency 300,000 RR Crossing Safety Improvements 40,000 SPS Traffic Signals on Arterials 100,000 Signalized Intersection Safety Improvements 125,000 Lighting Improvements 500,000 Ramsey Co Traffic Signals Annual Program 500,000	Programs: 1,565,000 MSA Contingency 300,000 RR Crossing Safety Improvements 40,000 SPS Traffic Signals on Arterials 100,000 Signalized Intersection Safety Improvements 125,000 Lighting Improvements 500,000 Ramsey Co Traffic Signals Annual Program 500,000	Programs: 1,565,000 MSA Contingency 300,000 RR Crossing Safety Improvements 40,000 SPS Traffic Signals on Arterials 100,000 Signalized Intersection Safety Improvements 125,000 Lighting Improvements 500,000 Ramsey Co Traffic Signals Annual Program 500,000	Programs: 1,565,000 MSA Contingency 300,000 RR Crossing Safety Improvements 40,000 SPS Traffic Signals on Arterials 100,000 Signalized Intersection Safety Improvements 125,000 Lighting Improvements 500,000 Ramsey Co Traffic Signals Annual Program 500,000
SALES TAX PROGRAM \$10,702,000	SALES TAX PROGRAM \$13,750,000	SALES TAX PROGRAM \$29,590,000	SALES TAX PROGRAM \$43,670,000	SALES TAX PROGRAM \$29,170,000
Grand - Snelling to Fairview* 10,200,000 Grand/Snelling Int Improvements MnDOT LPP 502,000 *Includes Grand & Fairview Signal \$405,000. Mill & Overlays TBD	Jackson - University to Pennsylvania 6,890,000 University - I35E to Lafayette 6,860,000 Mill & Overlays TBD	Earl - Maryland to Minnehaha 13,340,000 Pelham - Franklin to MRB 16,250,000 Mill & Overlays TBD	Earl - Minnehaha to Burns* 14,960,000 Shepard - TH 5 to Madison 28,710,000 *Includes Earl & 6th Signal & Interconnect \$560,000.	Shepard - Madison to Elway 29,170,000
ARTERIALS MILL & OVERLAYS	ARTERIAL MILL & OVERLAYS	2026-2028 Residential Mill & Overlays	2026-2028 Arterial Mill & Overlays as funding allows	
Concordia Ave - Snelling to Marion* *TBD based on community input. Front - Rice to Western	St. Anthony Ave - Snelling to Marion* *TBD based on community input.	Order to be determined in accordance with past & future RSVP Areas as funding allows. Hatch/Park Ivy/Birmingham Wheelock/Grotto remaining streets	Vandalia Commercial Area Arlington - Jackson to Edgerton Minnehaha - Lexington to Fairview Arlington - Wheelock to Rice Capital Area Forest - Hudson to E 7th St. Clair - Cliff to Victoria Hamline - Como to Hoyt Cliff - Smith to St. Clair Winifred - Wabasha to Ohio Shepard - Elway to Gannon* George-Cesar Chavez to Smith Summit - MRB to Snelling Burr-TeDESCO to Minnehaha	Burlington Rd - Lower Alton to McKnight Randolph - Cleveland to MRB 6th - Earl to Arcade Marshall - Lexington to Western Victoria - 7th to Bernhill St. Peter - 5th to 10th *May be funded as Sales Tax Project in 2027/2028.
SIDEWALKS \$1,485,000	SIDEWALKS \$1,485,000	SIDEWALKS \$1,485,000	SIDEWALKS \$1,485,000	SIDEWALKS \$1,485,000
Sidewalk Reconstruction Program(Gen Fund) 1,485,000	Sidewalk Reconstruction Program(Gen Fund) 1,485,000 Cleveland - Saunders to RR Bridge (HB Offsite TIF) 600,000	Sidewalk Reconstruction Program(Gen Fund) 1,485,000	Sidewalk Reconstruction Program(Gen Fund) 1,485,000	Sidewalk Reconstruction Program(Gen Fund) 1,485,000
Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments	Local Street, Alley, Sewer and Lighting* 150,000 *funded by assessments



Common Cent

- Formerly known as One Percent Sales Tax
 - Also funded by property assessments to properties on Pelham
- Passed by voters in November 2023, started collection in April
- \$1B over 20 years
- stpaul.gov/salestax

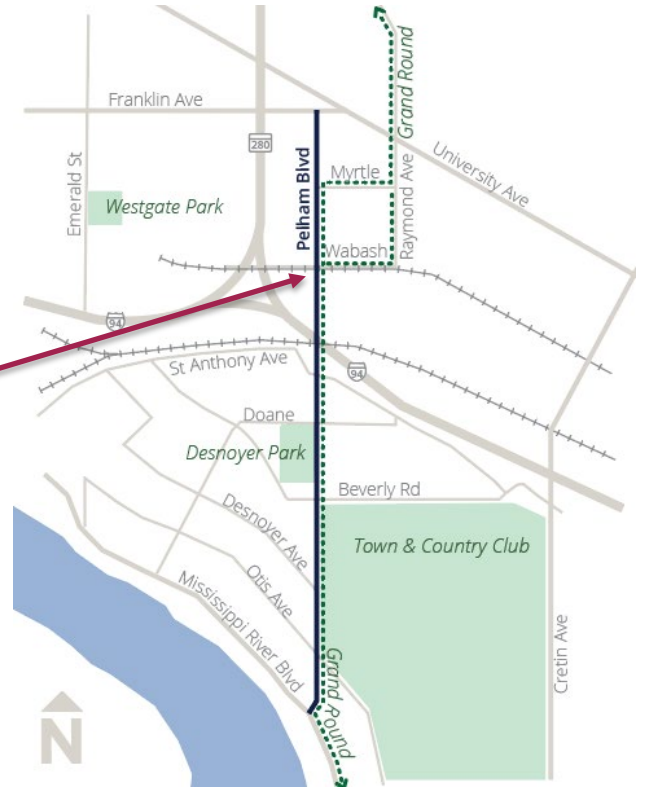




Pelham project overview

stpaul.gov/pelham

- Full reconstruction
- 2026 construction season
- MRB to Franklin
- Grand Round





- June 2024 thru October 2024:
 - Phase 1 engagement, internal external coordination
 - Collect existing data
 - traffic counts and speeds
- Nov 2024 thru January 2025:
 - Initial design – different concepts to meet goals
- February 2025 thru March 2025:
 - Phase 2 engagement – Sharing different concepts
 - 30 percent Design
- April 2025:
 - begin final design
- May 2026:
 - begin construction



Known goals

- Replace aging road surface
- Replace/repair aging underground sewer and water infrastructure
- Construct off-street bikeway
- Replace existing sidewalk and fill sidewalk gaps where they exist
- Reconstruct intersections with skewed intersections (Otis, Desnoyer)

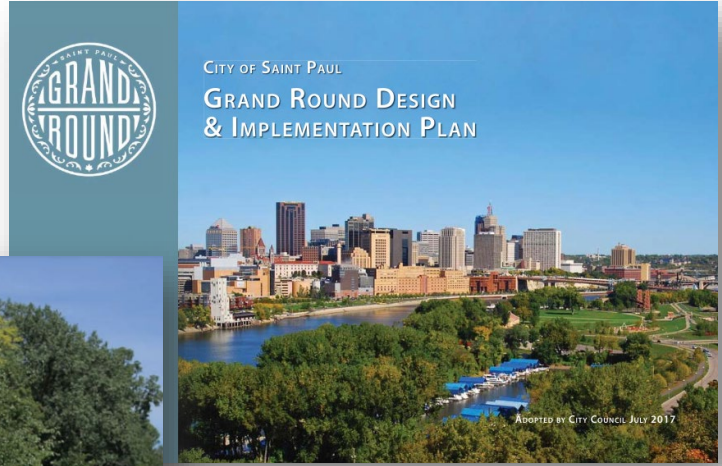




Previous planning

stpaul.gov/pelham

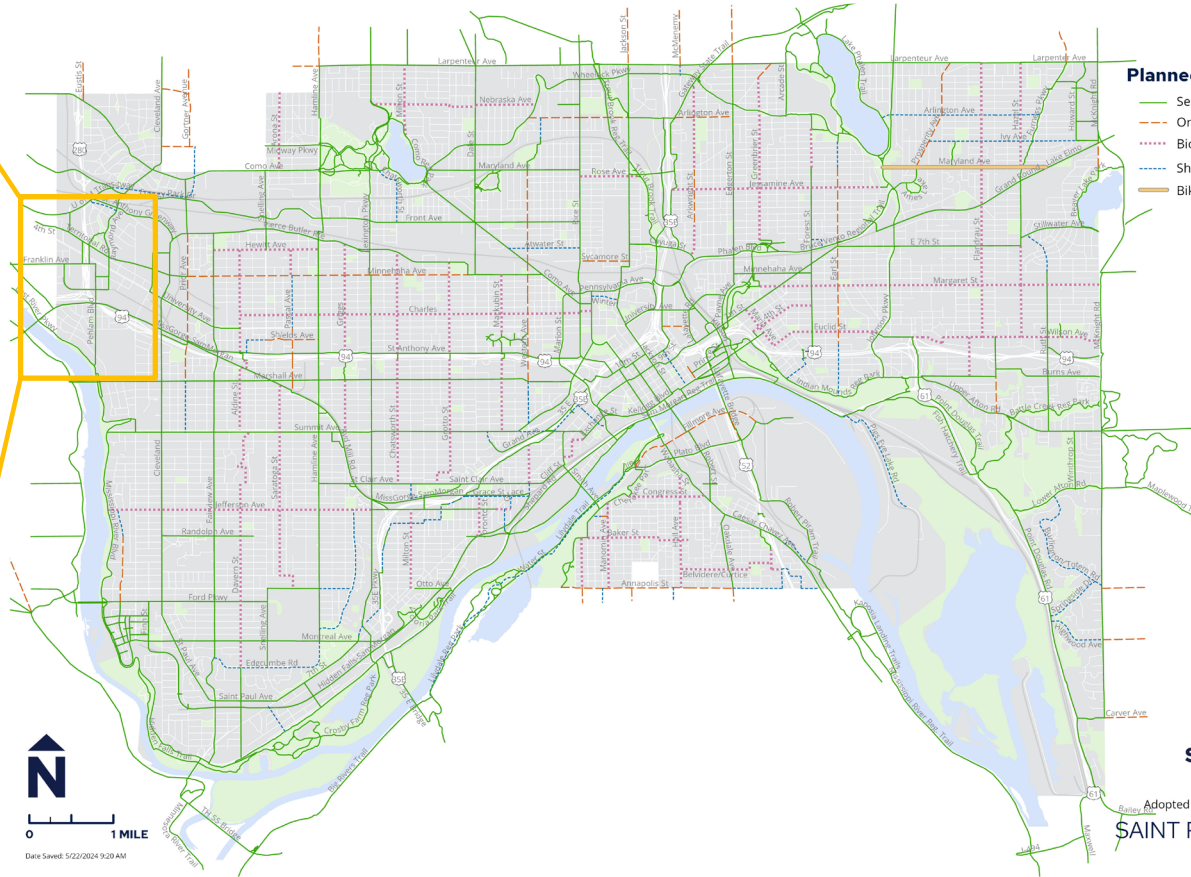
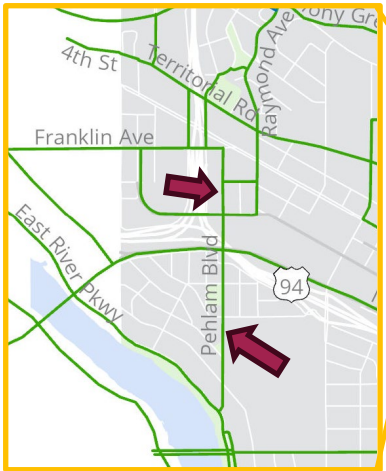
- Saint Paul Bicycle Plan (2024)
- Grand Round Design and Implementation Plan (2017)
- 2017-2018 “interim” bikeway





Saint Paul Bicycle Plan

stpaul.gov/pelham



Planned Bicycle Network

- Separated Bikeways & Paths
- - - On-Street Bicycle Lane
- ... Bicycle Boulevard
- - - Shared Lane
- Bikeway for further study



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SAINT PAUL
MINNESOTA

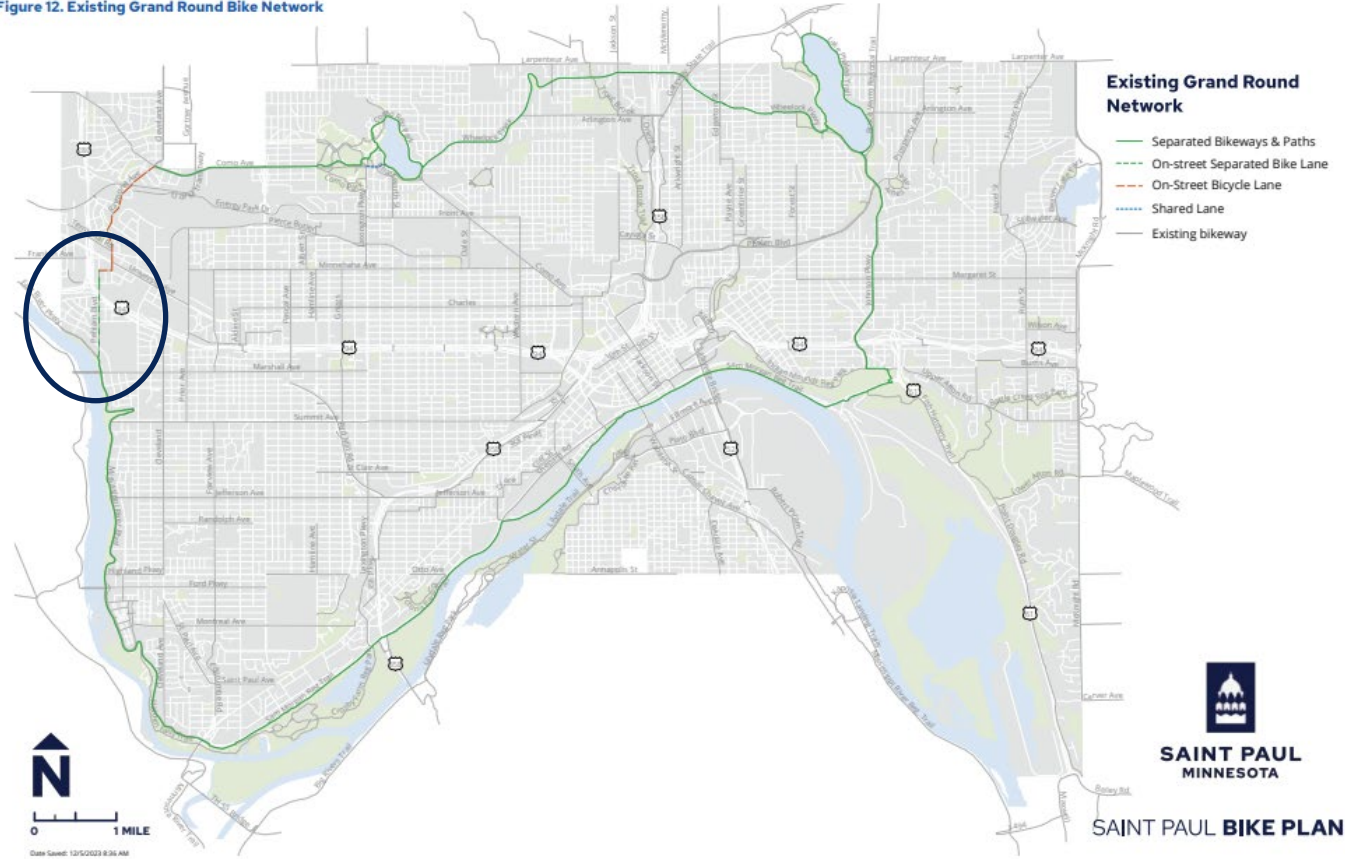
Adopted by City Council April 24, 2024

SAINT PAUL BIKE PLAN



Grand Round

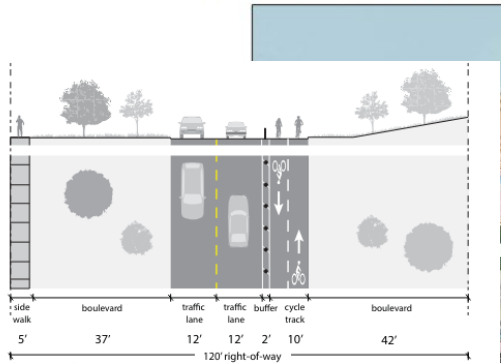
Figure 12. Existing Grand Round Bike Network



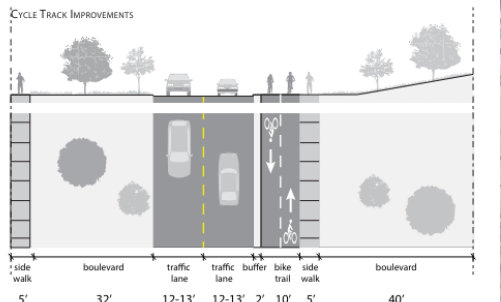


Grand Round Design & Implementation Plan

5 | GRAND ROUND PLAN RECOMMENDATIONS

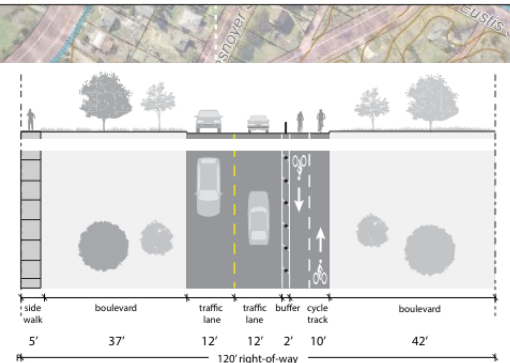


PELHAM BOULEVARD FIGURE 1.1 MISSISSIPPI RIVER BOULEVARD TO OTIS AVENUE

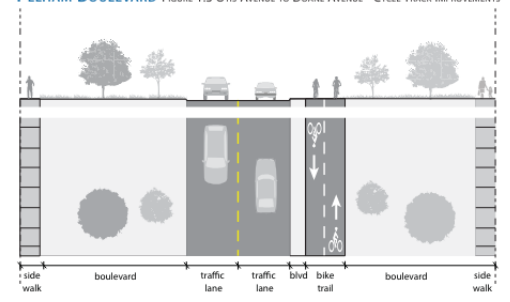


PELHAM BOULEVARD FIGURE 1.2 MISSISSIPPI RIVER BOULEVARD TO OTIS AVENUE

ROADWAY IMPROVEMENTS



PELHAM BOULEVARD FIGURE 1.3 OTIS AVENUE TO DOANE AVENUE - CYCLE TRACK IMPROVEMENTS



PELHAM BOULEVARD FIGURE 1.4 OTIS AVENUE TO DOANE AVENUE - ROADWAY IMPROVEMENTS





Desnoyer Park Neighborhood Survey Results

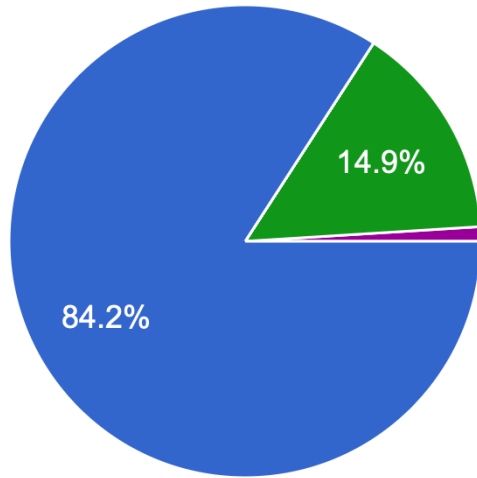
Pelham reconstruction and neighborhood values survey – Conducted by DPIA July-Sept, 2024

Characteristics

n = 101 respondents representing 256 neighbors

What neighborhood are you a resident of?

101 responses

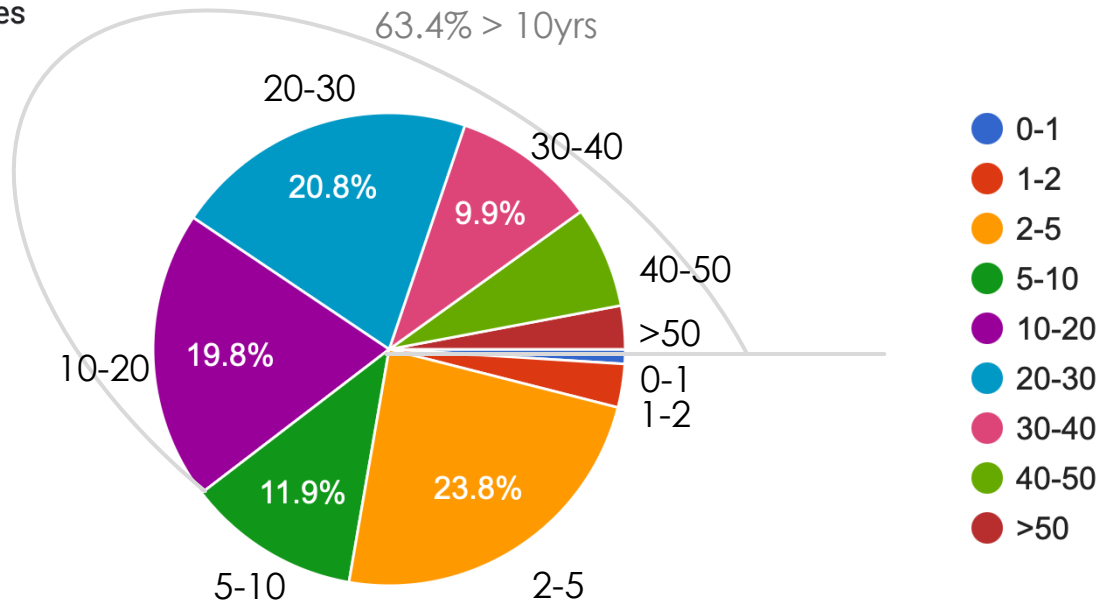


- Desnoyer Park
- Merriam Park
- Shadow Falls
- Prospect Park/E. River Road
- South St Anthony Park

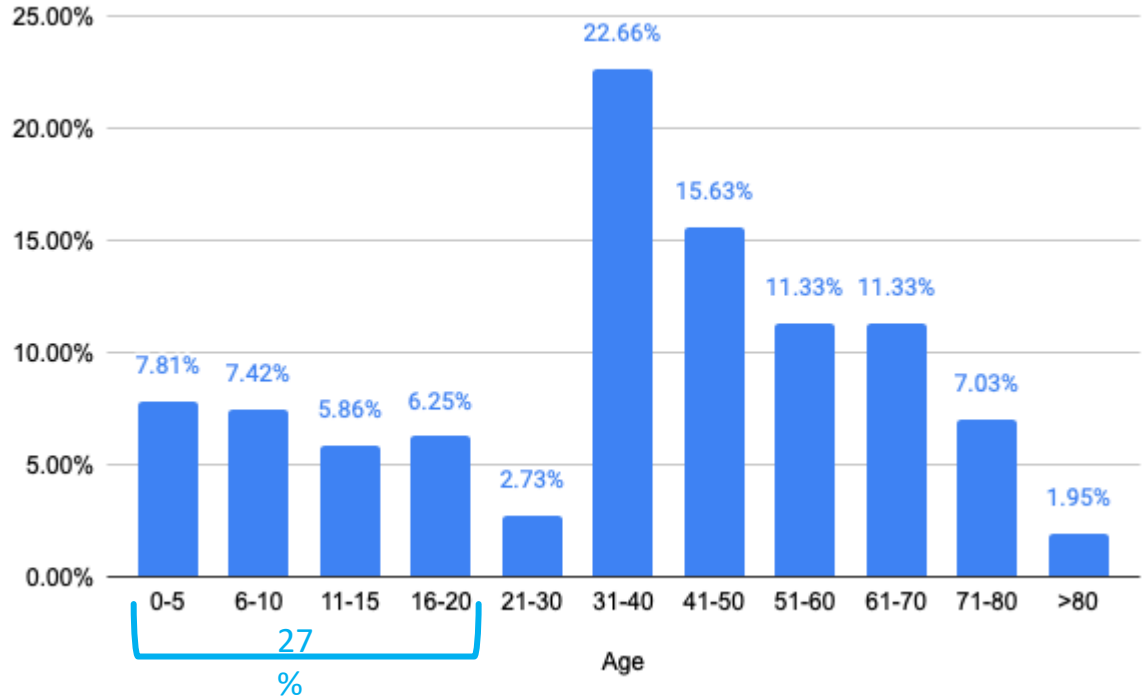
Characteristics

How many years have you lived in your selected neighborhood above?

101 responses



Neighbors' age distribution



Pelham Boulevard will be reconstructed in 2026. Plans for the street may include changes to parking, the bike path, and the street layout itself. What design features would support your vision for this neighborhood street? (Check all that apply)



Street designed to target traffic speed reduction

Narrower street - beyond its role in traffic speed reduction

Street designed to target traffic volume reduction



Street designed to reduce the volume of neighborhood "cut-through" traffic from Hwy 280 and/or I-94



Design that retains the landscape's mature trees and includes planting of new trees



Crosswalks for pedestrian and bike safety

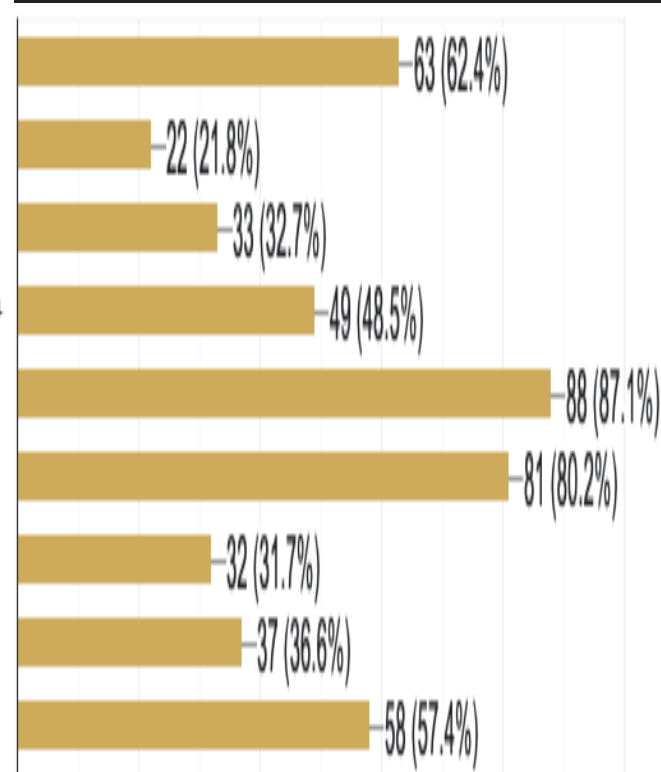
On-street parking for residents

Design that minimizes automotive air pollution in the neighborhood



Design that minimizes large truck traffic

Other...



Other free text responses...

Roundabouts to help slow down traffic at Otis, Beverly, Doane, St Anthony and Wabash. Add well marked and lit pedestrian crosswalks at all of those locations as well. Consider a slightly raised pedestrian crossing that will help to signal to drivers to slow down and yield to pedestrians.

I'd want a safe separation between bike & traffic sections of the roadway. I propose the development & construction of a bicycle rest area in the Pelham triangle mini-park owned by the city of St. Paul & managed by Parks & Rec. A beautiful bike rest area could be developed on this 1/4 acre of land currently covered with brush & uncared for trees. The Oxcart Marker could be placed at either the Pelham triangle or Desnoyer Park.

design that maintains the wide boulevards

design that recognizes that prioritizes this as a neighborhood street -one that aligns with the City's claim as the 'most livable city'.

Specificity of place- garden and historical marker of removed Ox Cart

Ability for children to access park from bike path without crossing Pelham traffic

Please include rain catchment basins and pollinator plantings in the boulevards and green space

Street designed using only the current width of roadway car traffic and protected bike lane so that the boulevard trees remain intact. Also fix the sidewalks in their current locations.

Dedicated bike lane and sidewalks well- designed for safety and use, including smooth sidewalks that are more child and disability friendly. Wider sidewalks. Crosswalks.

Roundabouts at the intersections

Leave it alone but get rid of the stupid bike lane. Let people park in front of their houses. Not being able to park in front of your own house bc of a bike lane is stupid!!! We are a cold weather state. Bike lanes are NOT important.

Street that prioritizes walking/biking and community building (grand rounds signage, benches, art (murals, sidewalk poetry, sculpture)

The completion of the work on the corner of Pelham and Otis. It's constant smell is repulsive!!!

Design that allows for car traffic to complete their destination in the neighborhood.

The new bike lane has to run through the park both for kids going to/from the park on bikes not having to cross Pelham and to continue promoting the re-development of the park as the center of the neighborhood.

Elimination of currently designed bike lanes.

return to two wide auto/bike lanes rather than separated bike lanes

Design that is similar to how it already is, I like the parking lane on one side, the bike lane within the main road, the sidewalk where it is. The sidewalk could be renovated and the bike lane could be raised where it is, but I wouldn't want the location of anything to be changed (wouldn't want either of them any closer to the house).

Redesign because cycle lane increases car traffic backups and pollution during evening rush hour on Pelham because majority of turning rush-hour traffic onto and off of Pelham comes/goes East and has to watch/wait to turn across the bike lane at Beverly, Otis, and the river. It is also a big bike safety issue to have bikes crossing the majority turning traffic flow at rush hour because turning vehicles at these intersections do not stop at the stopsigns.

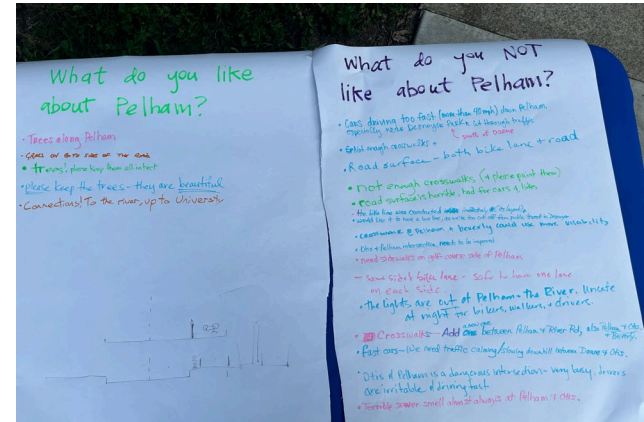
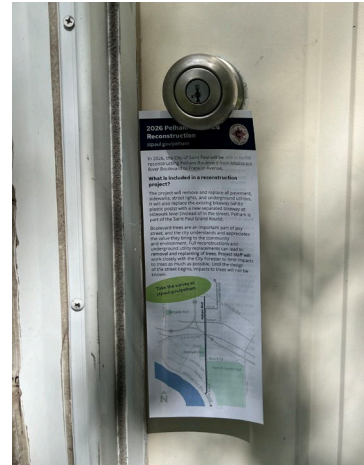
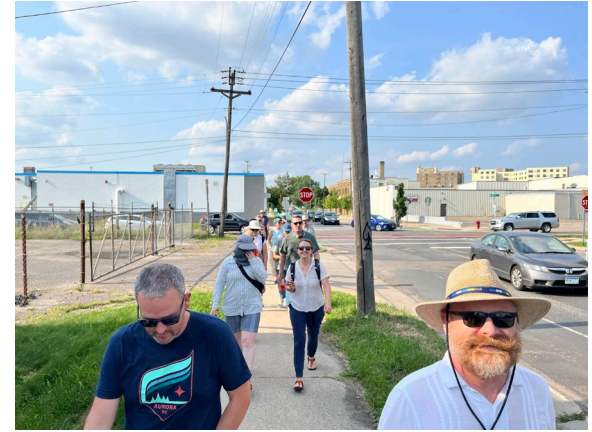
I would love to see the triangle of land at Desnoyer and Pelham transformed into a wayside park for bikers, walkers, etc



Early engagement

stpaul.gov/pelham

- District Councils SAPCC, UPDC
 - DPIA
- Ward 4 Council President
- KidsPark at Desnoyer Park
- Transportation Committee
- Parks Commission Sept 12
- Desnoyer Park Picnic July 16
- Walk assessment July 30
- Flyers on Pelham end of June
- Signs on the street – mid August
- Other stakeholders in the area:
 - Town and Country Club
 - West Rock
 - Memorial Blood Center
 - Avalon School
 - Creative Enterprise Zone (CEZ)



What do you like about Pelham?

- Trees along Pelham
- Open on the side of the road
- Trees/plants along the water
- Connections to the river, up to University

What do you NOT like about Pelham?

- Cars driving too fast from the street down Pelham, especially near Leverage Center and through traffic
- Light enough structures - work at home
- Road surface - both bike lane + road
- Not enough crosswalks (4 there just show)
- Road surface is horrible, had the cars a job
- The bike lane was constructed in a way that it's hard to walk on it, it's not a true bike lane, it's just a path for people to walk on
- Connections to the river, up to University
- The Pelham intersection, need to be improved
- Road structures on both sides of Pelham
- Some street lighting - safe to have one lane on each side
- The lights are out of Pelham on the Elve - create a light for the lights, walkway, + drivers
- 200 Crosswalks - Add one between Pelham + River Rd, also between Pelham + River Rd
- Fast cars - We need traffic calming/streets down to Pelham + River Rd
- City of Pelham is a dangerous intersection - very busy, lanes are inconvertible, + driving fast
- Turnpike, some small streets always at Pelham + River Rd



Early engagement continued...

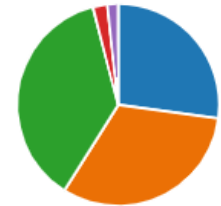
- Survey since mid July – 158 responses

[Stpaul.gov/pelham](http://stpaul.gov/pelham)
Survey is open through
October!

1. How do you travel on Pelham? Select all that apply.

[More Details](#)

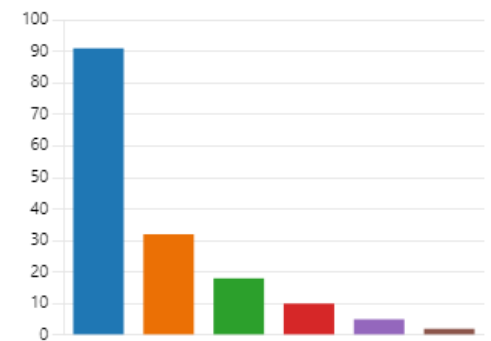
● I walk or use a mobility device	94
● I bike	110
● I drive or ride in a car	128
● I roll (scooter, skateboard, etc)	8
● Other	6



2. How often do you travel on or along Pelham?

[More Details](#)

● Everyday	91
● Multiple times per week	32
● Once per week	18
● A couple times per month	10
● Once per month or less often	5
● I rarely or never use Pelham	2





Early engagement continued...

stpaul.gov/pelham

What do you like about Pelham? Themes:

- The “neighborhood feel”
- Lighter amount of traffic, many drive at safe speeds
- Mature trees and wide boulevards
- Separated/protected bikeway, sidewalks
- Quick and convenient access to other main streets, to destinations, River Rd



Early engagement continued...

stpaul.gov/pelham

What do you NOT like about Pelham? Themes:

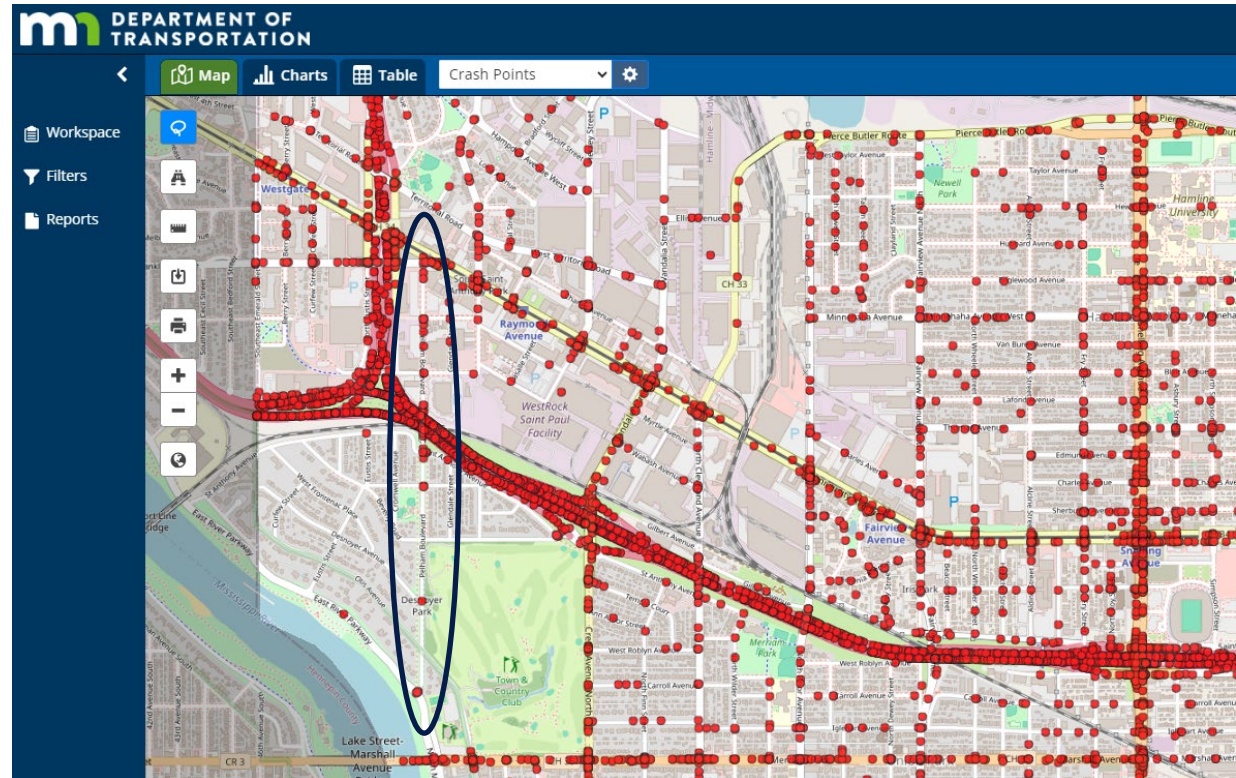
- Street and bike surface quality, sidewalks in poor shape
- High driver speeds, unsafe pedestrian crossings, poor stop sign compliance
- Separated/protected bikeway
- Lack of on-street parking
- Too much “cut through” traffic 280 to Marshall/Lake
- Missing sidewalk along T&C, north of 94
- The smell!
- Poor sightlines and design at Otis
- Bridge over 94 is uncomfortable to walk
- Project at Otis and Pelham has gone on for years!
- RR tracks at Wabash is difficult/uncomfortable for biking



Crash summary

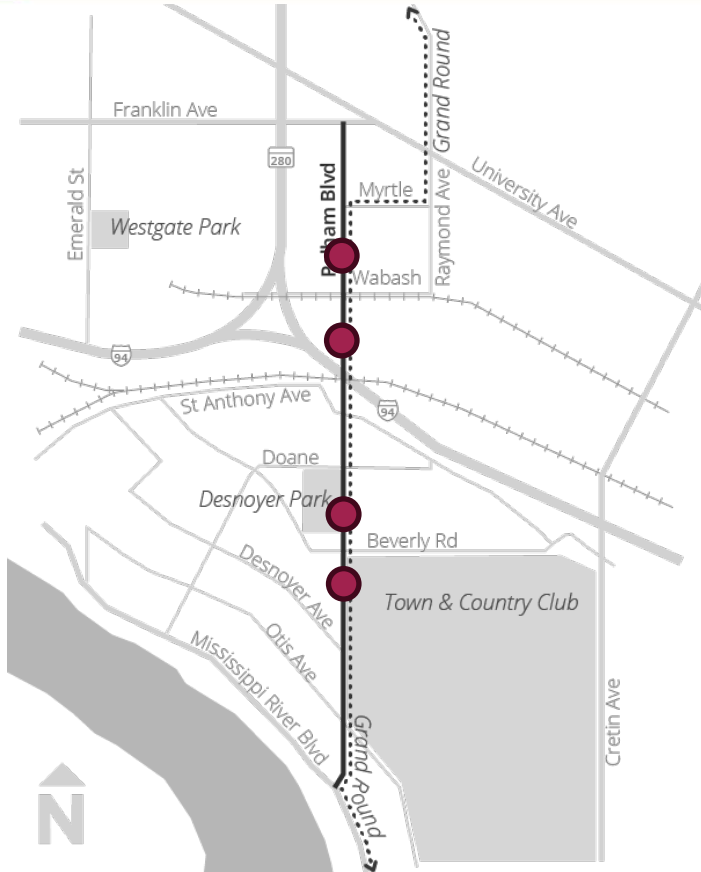
2014 – 2024

- 30 crashes
 - 26 vehicle only
 - 21 PDO
 - 5 possible injury
 - 3 bike involved
 - 2 possible injury
 - 1 minor injury
 - 1 pedestrian involved
 - Minor injury

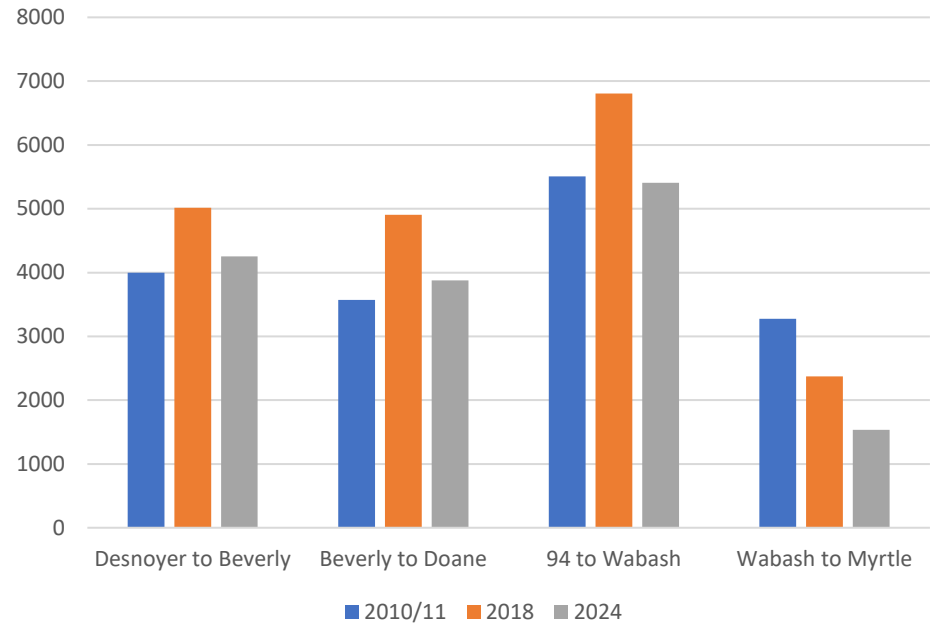




Traffic volumes

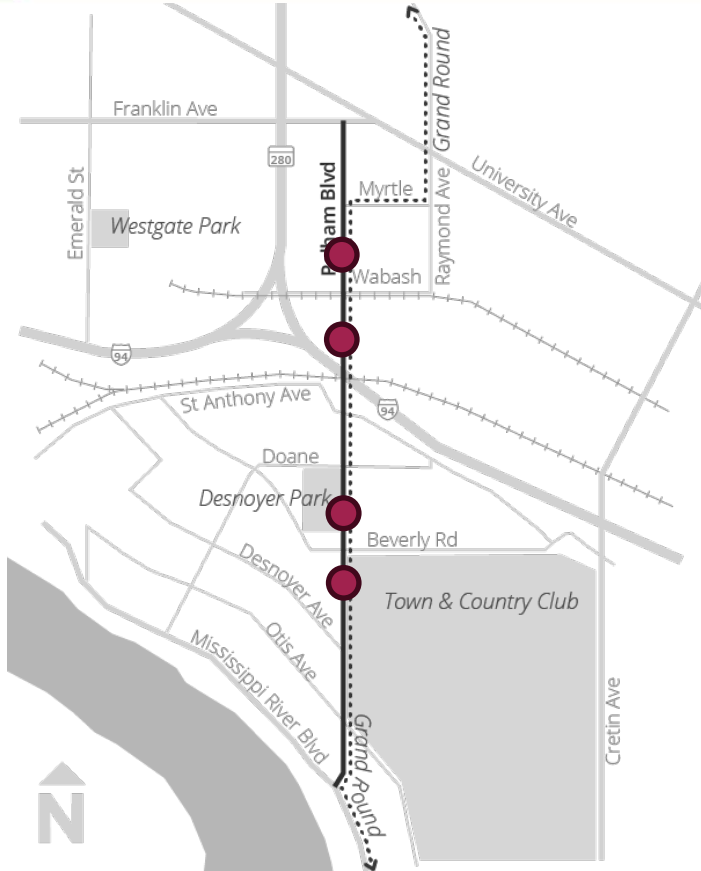


Average Daily Traffic, 2010 to 2024

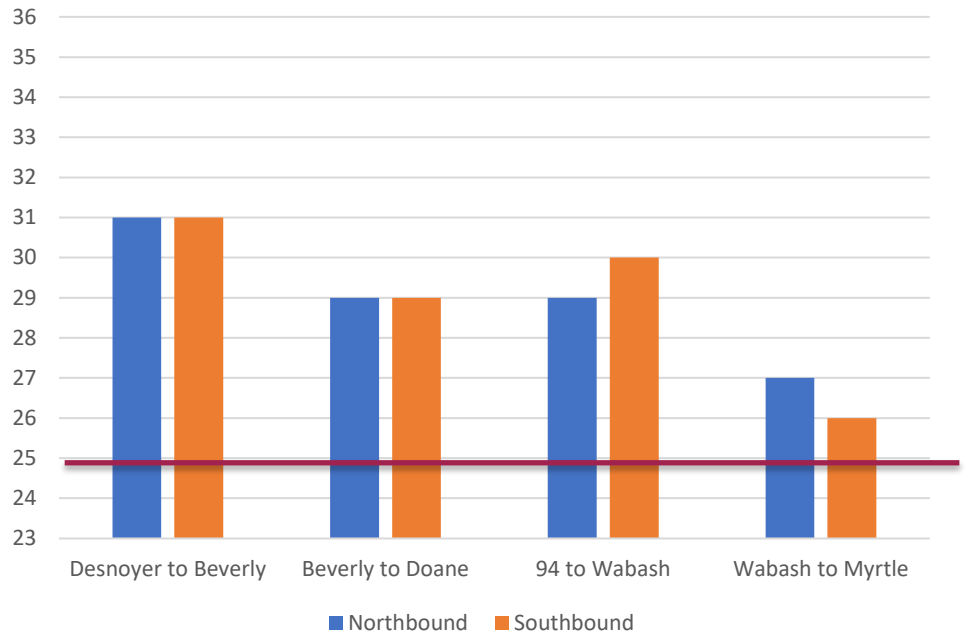




Traffic analysis - speeds

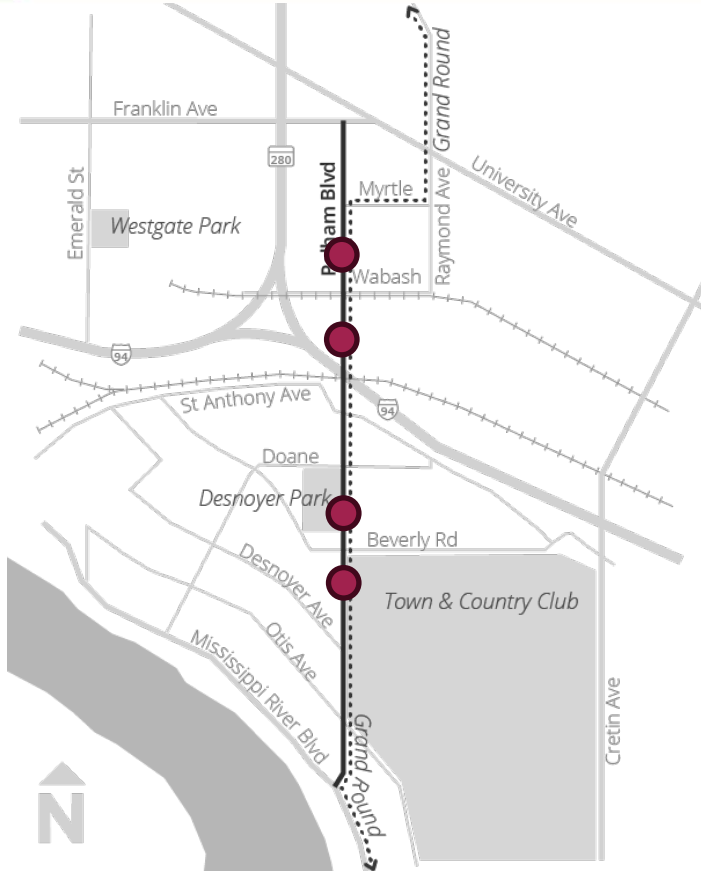


Average Speeds - June 2024

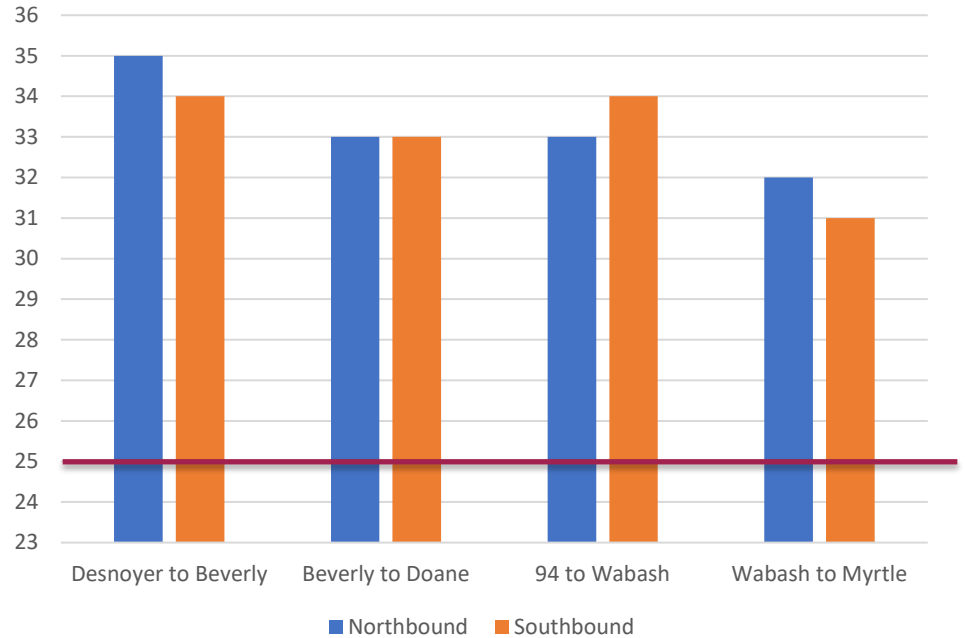




Traffic analysis - speeds



85th Percentile Speeds - June 2024

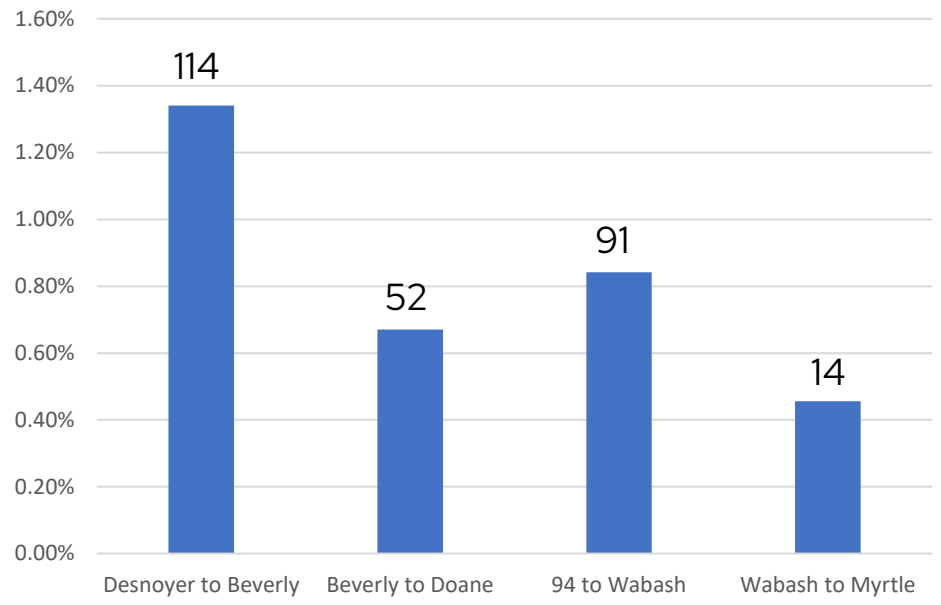




Traffic analysis - speeds



Percent of cars above 40 mph - June 2024



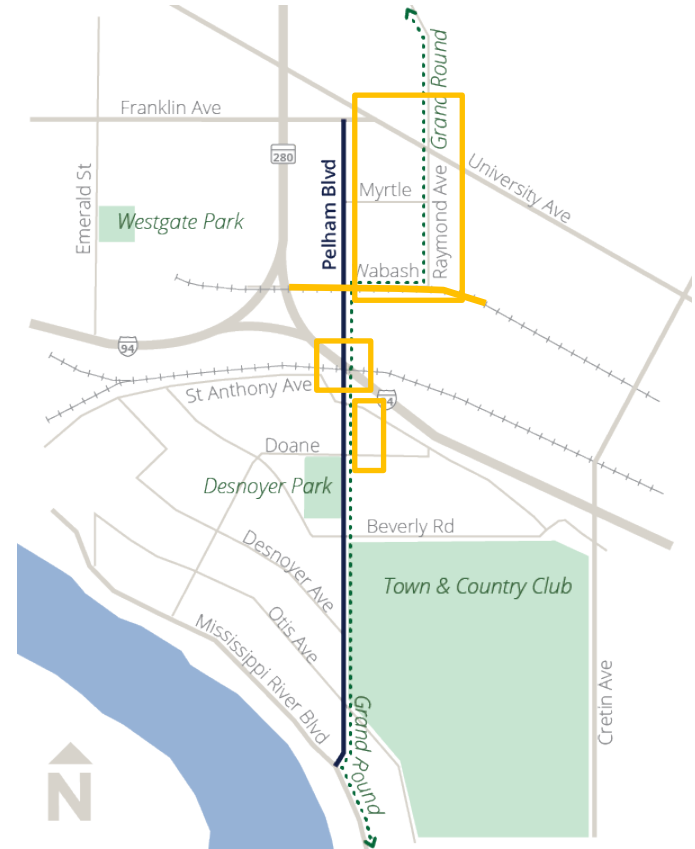
Both NB and SB, ~48 hour count



Questions & Considerations

stpaul.gov/pelham

- Should we/can we construct GR east of Pelham?
 - Question of available project funding
- What to do with the unused RR tracks?
 - Minnesota Commercial RR
- Coordination with MnDOT on bridge
- Recently removed ash trees and replanting





Known goals

- Replace aging road surface
- Replace/repair aging underground sewer and water infrastructure
- Construct off-street bikeway
- Replace existing sidewalk and fill sidewalk gaps where they exist
- Reconstruct intersections with skewed intersections (Otis, Desnoyer)

Goals heard through engagement

Phase 1

- Trees are very important
- Traffic calming
- Reduce amount of non-neighborhood traffic?
- On street parking?
- Better pedestrian crossings
- Red River Ox Cart Trail marker – find it a home



Draft Schedule

stpaul.gov/pelham

- June 2024 thru October 2024:
 - Phase 1 engagement, internal external coordination
 - Collect existing data
 - traffic counts and speeds
- Nov 2024 thru January 2025:
 - Initial design – different concepts to meet goals
- February 2025 thru March 2025:
 - Phase 2 engagement – [Sharing different concepts](#)
 - 30 percent Design
- April 2025:
 - begin final design
- May 2026:
 - begin construction



- Not related to City project – Met Council Wastewater rehab

MEI REHABILITATION | MINNEAPOLIS AND ST PAUL

SEWER IMPROVEMENTS UPDATE

Underground activities near Otis Avenue & Pelham Boulevard in Saint Paul continue through December

Crews have resumed work on the underground sanitary sewer structures near Otis Avenue and Pelham Boulevard. Due to delays with fabricating and shipping of the remaining materials, this work is now anticipated to be completed in December 2024.

Construction activities and schedules are subject to change due to weather and other unforeseen circumstances.



Jary.lee@ci.stpaul.mn.us
Jimmy.shoemaker@ci.stpaul.mn.us

Thank you!



Existing Pelham

stpaul.gov/pelham





Draft Concept Pelham

stpaul.gov/pelham

